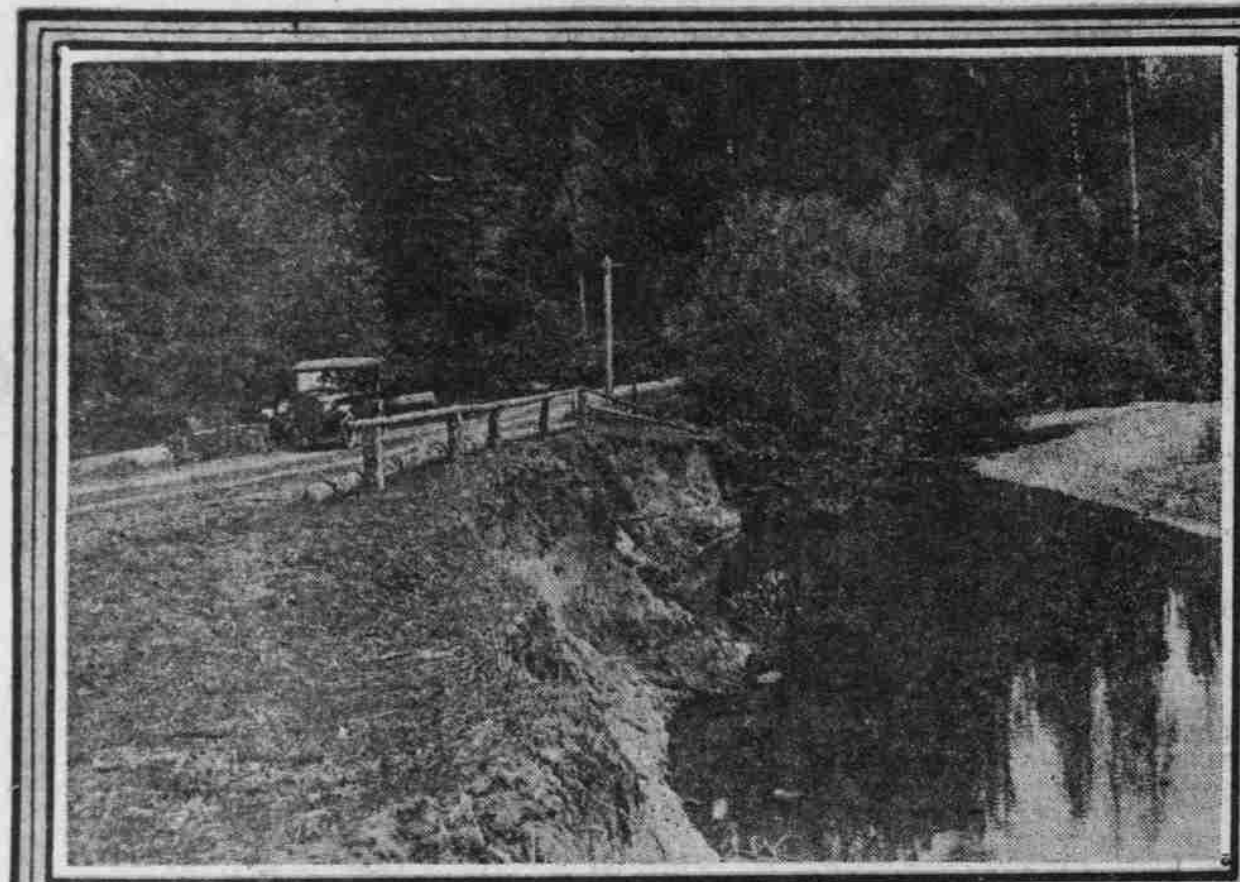


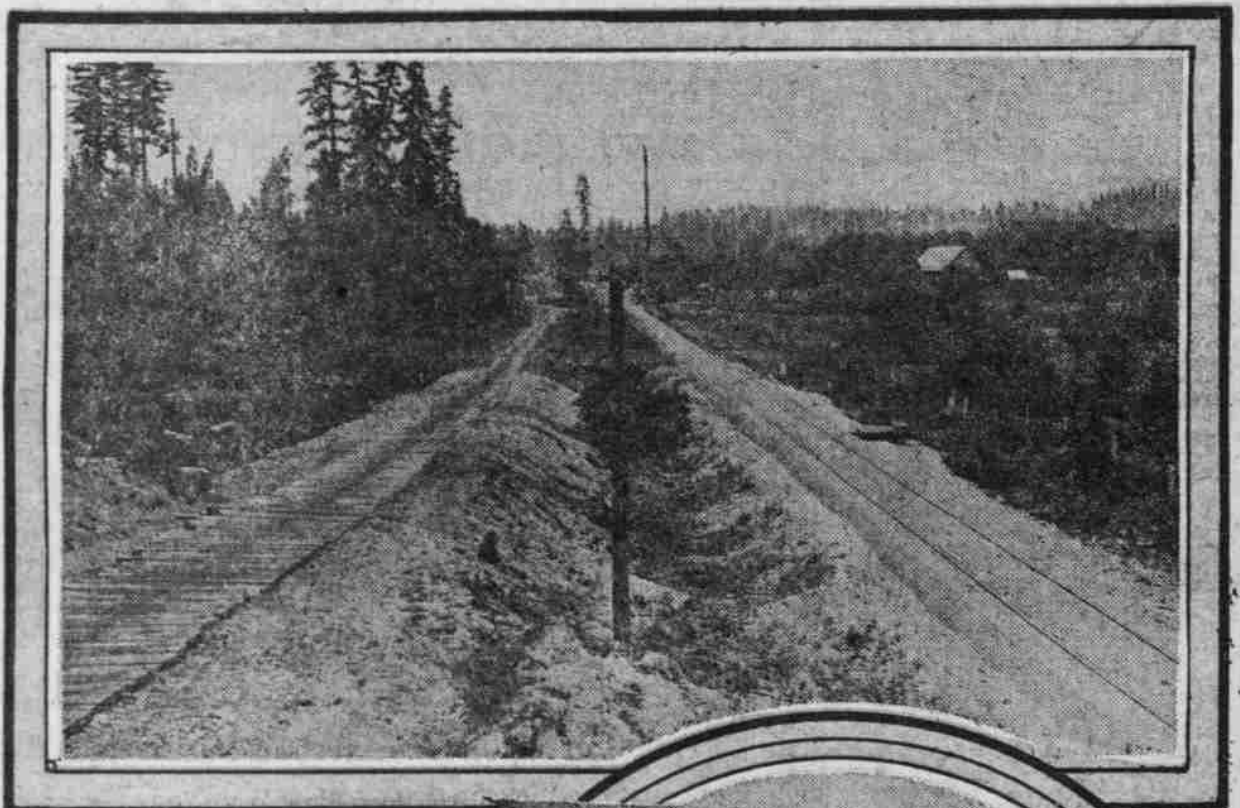


Great Timber Area Lies at Portland's Door.

Durant Party Logs Loop Trip to Vernonia



Durant Car On Highway Near Timber



Where New Railroad
Parallels the Highway

BY H. W. LYMAN.

LUMBER production is the greatest industry in Oregon, and with this state, despite heavy floods which have been made into the forests in some sections, stand the greatest bodies of virgin timber yet remaining in the United States.

Some of the finest of Oregon timber, and this means the finest timber found anywhere in the country, stands at the very gateway to Portland, but so isolated has it been that the average Oregonian has not even known of its existence. We refer to that great body of timber centering, in a general way at Vernonia, some 35 miles in an air line north-west of Portland, and some 60 miles by automobile road. A few hours' drive will carry the motorist from the center of Portland to the town of Vernonia, and thence through the heart of the undeveloped timberland, where handsome firs and occasional cedars, standing as uniformly as soldiers a dozen or so feet apart, lift their heads skyward above a riot of moss and ferns at their base.

The forest is as unmarred as in the days of the red-skin, but the trees are ripe for cutting and await the coming of the logger. Already extensive developments are under way, and soon the entire country-wide will ring with the blow of the ax and echo to the rumble of the falling tree.

Trip Made in Durant.

On a scouting expedition into this timbered wilderness which is soon to be the scene of the greatest logging development in Oregon, the writer, with representatives of the Pacific Motors company, Durant distributors for this section, penetrated to Vernonia last week end, discovering during the motor ramble a splendid loop trip from Portland to Vernonia and return which will take the motorist in one easy day through the very heart of this district. And the trip is not a difficult one, either. The roads are paved a good share of the way and much of the remainder of the road is fair macadam surface.

The hunt was made in one easy day through the very heart of this district. And the trip is not a difficult one, either. The roads are paved a good share of the way and much of the remainder of the road is fair macadam surface.

of rough road which we encountered. Perhaps the highest praise that can be given is to say that it proved in every way worthy to bear the name of W. C. Durant, one of the greatest figures in the automobile industry in this country.

Our route led from Portland out the Canyon road (which is entered by driving west on Jefferson street) to Beaverton and thence via the Tualatin valley highway to Forest Grove. This route is paved all the way, but we found repair operations going on in the vicinity of Beaverton which have rendered several miles of the road into single track pavement, but with turnouts every few feet. No difficulty of any kind was encountered, but the road work made slow and careful driving necessary.

Inland Route Followed.

At Forest Grove we turned northward over what is known as the inland route to Astoria, following the road up the beautiful Gales creek valley to Gales creek and thence up into the mountains to Timber. From Forest Grove to Gales creek, seven miles, we found fair gravel road with occasional stretches of smooth going where we were able to make excellent time. There was no difficulty going. From Gales creek to Timber, 13 miles, we found the road not so good, but in fair shape throughout

and easily passable. From Timber we climbed over the divide into the upper Nehalem valley to Vernonia, the distance being 17 miles. This road we found also in fair shape and easily passable, with some narrow road and occasional rough stretches during the first half of the run from Timber, but very good gravel highway during the last half.

It was at Vernonia that we discovered our route through the heart of the woods back to Portland. We had intended to follow the ordinary inland route to Astoria, meeting the Columbia river highway either at Clatskanie, but here we were informed of the much shorter and more beautiful route to Portland which leads directly from Vernonia to St. Helens on the lower Columbia river highway.

St. Helens Road Taken.

We followed the directions which were given us and made the trip out to St. Helens and home over the Columbia highway without any difficulty. For those who may wish to make the run the description is like this:

Follow the main inland route to Astoria for some five miles north of Vernonia, to Pittsburg, then take right-hand road eastward and follow it into St. Helens. Upon leaving Vernonia you cross a bridge

and take the left hand or north road, following this road across two more bridges to Pittsburg, which is nothing but a couple of frame buildings immediately across the other side of the third bridge. A sign on the right-hand side of the road just beyond the far end of the bridge points to the right as the "direct route to St. Helens."

The five miles from Vernonia to Pittsburg we found to be in good shape, and the 25 miles from Pittsburg to the Columbia river highway at St. Helens we found easily passable, mostly in good shape, but with occasional rough stretches. The road is amply wide but for the first ten miles is new grade much of the way which has not yet been worked over. The last half of the journey, after emerging from the woods, is very easy to cover, so far as the road is concerned, the surface being graveled and fairly smooth most of the way.

It was that section of the Vernonia-St. Helens road for ten miles east of Pittsburg that proved the

real meat of our journey, for here leads from a connection with the highway penetrated through the center of a vast forest of fir, where not a tree had been cut, not a cabin built and scarcely a trail made to crush down the giant ferns. The trees, all of a uniform size and set perhaps a dozen feet apart, are the kind the loggers look upon with covetous eye, 80 feet or more in height and 50 or 60 feet to the nearest bow.

At Vernonia we saw the rows of small houses which are to be transported into the forest in the establishment of logging camps and saw the clearings where great lumber mills are to be erected. On the road east of Pittsburg we beheld the virgin forest, now absolutely untouched by man but soon to be the scene of bustling activity, and as we emerged toward St. Helens we saw the conclusion of the story, hillsides cleared of their standing timber, leaving blackened stumps and underbrush, and occasional green and brown splotches of cleared farming land.

Oregon's newest railroad, the

Portland, Astoria & Pacific, which leads from a connection with the Spokane, Portland & Seattle line on the Columbia river to Vernonia, is just being completed, and for a time on the run from Timber to Vernonia on the highway we followed this railroad closely. Already with the assurance of this new line, the Central Coal & Coke company of Kansas City, Mo., which has immense timber holdings in this region, and other lumber companies are preparing to start activities in the Vernonia section, and soon the little town will be transferred into one of the active lumber centers of the state.

Vernonia realizes that it is on the verge of a new period in its history and intends to celebrate the fact. A big festival has been announced for Saturday, September 9, to which the whole state is invited, and the Portland motorist who is looking for an unusual trip during that week and may turn his car in that direction with profit. A word of warning, however, is to the effect

that the short-cut from Vernonia to St. Helens is a dirt road most of the way and will be in bad shape as soon as the heavy fall rains set in. As long as the weather remains dry the road will be easily passable, but after the fall rains it will become muddy and soft. Motorists who postpone the trip until that time had better put it off still longer and wait for next summer. The route into Vernonia via Forest Grove is graveled and will not be in bad shape because of wet weather, at least not until late in the fall.

A brief resume of the journey is as follows: Portland via Canyon road to Forest Grove, 24 miles paved; Forest Grove to Gales creek, 7 miles, gravel road; Gales creek to Timber, 13 miles, fair gravel road; Timber to Vernonia, 17 miles, fair and good gravel road; Vernonia to Pittsburg, 5 miles, fair gravel road; Pittsburg to St. Helens, 24 miles, 10 miles of dirt road, some of which is rather rough, and 15 miles of fair gravel



"The Forest
Primitive!"

road; St. Helens to Portland, 29 miles paved.

The run from Portland to Vernonia occupied four hours of leisurely going, while the run from Vernonia back to Portland via St. Helens took 3½ hours.

AUTO BIG HELP TO POLICE

Motor Car Is Now Widely Used
in Pursuit of Criminals.

The problem of coping with crime and criminals is ever facing the civil authorities of great cities, who are constantly on guard against banditry and spread of a crime wave. Adaptability of the automobile to all conditions was certain to lead to extensive use by the underworld. For some time the authorities were at a loss as to how to proceed against them until it was decided to "fight fire with fire," so to speak, and bring the automobile into play.

Not only have the police and government officials decided upon use of the automobile but the heads of big corporations and executives of banking institutions who daily handle large sums of money are being added to the list of automobile owners. The automobile has become an invaluable aid to the police in locating and bringing criminals to justice.

AUTO CLUBS RUNNING RACE

Four Eastern Associations Now
Have Over 26,000 Members.

Four eastern automobile clubs are running a race for more members, though each is in a different city. They are Automobile club of New York City, which now has 21,000; Keystone Automobile club of Philadelphia; Maryland State Automobile club of Baltimore, and Cleveland Automobile club, which now has 26,000. All but the Baltimore club are members of the new National Motorists' association, and H. N. Lucius, secretary of the Baltimore club, which is not an N. M. A. member, is treasurer of the N. M. A.

There are two contests, one between New York and Cleveland, the other between Philadelphia and Baltimore. As to the two latter, the officer of the club showing the most gains at the end of the first month is to be given a dinner by the recruiting and "eating" officer of the losing club.

ROAD TO BE 260 FEET WIDE

Los Angeles Promises to Eclipse
Detroit's Woodward Avenue.

LOS ANGELES, Aug. 26.—A plan to make east-and-west travel through Los Angeles easier by widening Tenth street to 150 feet is on and has the usual opposition from certain property owners. It also is proposed to rename the street—if and when widened—Lincoln boulevard.

The real big Los Angeles idea, however, is to put Detroit's Woodward avenue, 200 feet wide but its first four or five miles used for business, in the background among notable boulevards. Angelenos are as good over the plan to make Wilshire boulevard, which is in beautiful environment all the way from the city to the sea, about 15 miles, 260 feet wide.